(a) whether Railways have a plan to set-up one hundred budget hotels in the country;

(b) if so, the details thereof;

(c) whether it is proposed to set-up such hotels at Veraval, Dwarka, Okha and important tourist cities in Gujarat; and

(d) if non, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) The conceptual stage.

Derailments

101. SHRI AKHILESH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the number of derailments which affected train services in the country since May last, Zone-wise;

(b) the causes of these derailments;

(c) the amount of loss suffered by Government on account of disruption of train traffic during the above period; and

(d) the measures Govemment propose to take to check derailments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Railway Zone-wise break-up of derailments during the period May 1996 to January 1997 is as under:—

Central — 34, Eastern — 16, Northern — 32, North-Eastem — 5, Northeast Frontier — 11, Southern — 18, South-Central — 20, South-Eastern — 35, Western — 23, Metro — 1, Total — 195.

(b) Main causes of the derailments were human failure, equipment failure and sabotage.

(c) Cost of damage to railway property on account of the derailments was Rs. 25 crores (approx.)

(4) Some of the measures taken to improve safety and prevent derailments are as under:—

(i) Upgradation of track structure is being undertaken on a planned basis using 60 kg rails and concrete sleepers.

(ii) During' the last two years, Complete Track Renewal work has been carried out covering more than 5600 kms.

(iii) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(iv) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillography cars and portable accelerometers are being progressively used.

(v) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vi) To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(vii) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers.

(viii) Refresher courses are regularly organised at specified intervals.

(ix) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(x) Periodical safety drivers are conducted to inculcate safety consciousness among the staff.

Objection of Railways for Hinduja Project in Visakhaptnam

102. SHRIMATI JAYAPRADA NAHATA:
DR. Y LAKSHMI PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have objected to the Hinduja project in Visakhapatnam in Andhra Pradesh, as reported in The Asian Age, dated 9-1-1997;

(b) if so, the details thereof; and

(c) the steps proposed to clear the project early?